

NEW STOCK:  
BATHING COSTUMES,  
BATHING DRAWERS,  
BATH BLANKETS,  
CHRISTY'S TOWELS,  
&c., &c., &c.  
COTTAM & CO.,  
General Outfitters.

# The Liangkong Telegraph.

ESTABLISHED 1881.

THE 1897 EDITION  
OF  
WEBSTER'S  
DICTIONARY  
FOR SALE,  
PRICE: \$6 PER COPY,  
AT THE  
HONGKONG TELEGRAPH.

NEW SERIES NO. 591. 日六初月四年三十二號光

FRIDAY, MAY 7, 1897.

五洋體

號七月五莫港香

THIRTY DOLLARS  
PER ANNUM.

**Banks.**  
THE NATIONAL BANK OF CHINA,  
LIMITED.

Authorised Capital.....\$1,000,000  
Subscribed Capital.....\$500,000

HEAD OFFICE—HONGKONG.

Court of Directors—  
D. Gillies, Esq. Chow Tung Shang, Esq.  
H. Stoltzfus, Esq. Kwan Ho Chua, Esq.  
Chan Kit Shan, Esq.

Chief Manager,  
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per cent.  
Hongkong, 2nd October, 1897.

HONGKONG AND SHANGHAI  
BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000

RESERVE FUND.....\$5,000,000

RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:  
ST. C. MICHAELSON, Esq.—Chairman.  
Hon. J. J. BELL-IRVING—Deputy Chairman.

C. Rutherford, Esq. A. J. Raymond, Esq.

G. D. Biddle, Esq. R. L. Richardson, Esq.

G. B. Dodwell, Esq. R. Stewart, Esq.

R. M. Gray, Esq. N. A. Sieba, Esq.

David Gubbay, Esq. Gerald Slade, Esq.

CHIEF MANAGER:  
Hongkong—T. JACKSON, Esq.

MANAGER:  
Shanghai—J. P. Wade Gardner, Esq.

LONDON BANKERS—LONDON AND COUNTY  
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED

On Current Account at the rate of 2 per cent.,

per Annum on the daily balance.

INTEREST ON FIXED DEPOSITS:

For 3 months, 3½ per cent per Annum.

For 6 months, 3½ per cent per Annum.

For 12 months, 4 per cent per Annum.

T. JACKSON,  
Chief Manager,

Hongkong, 10th April, 1897.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI

BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER

CENT per annum.

Depositors may transfer at their option

balances of \$100 or more to the HONGKONG

AND SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION,

T. JACKSON,  
Chief Manager,

Hongkong, 1st August, 1897.

THE CHARTERED BANK OF INDIA,  
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....\$800,000

RESERVE LIABILITY OF SHARE-

HOLDERS.....\$800,000

RESERVE FUND.....\$150,000

INTEREST ALLOWED on CURRENT

ACCOUNT at the Rate of 2 per cent. per

annum on the Daily Balance.

On Fixed Deposits for 12 months... 4 per cent.

" " " " " " "

" " " " " " "

T. H. WHITEHEAD,  
Manager, Hongkong,

Hongkong, 10th October, 1897.

To be Met:

TO LET.

DWELLING HOUSES—

HOUSES IN RYPON TERRACE,  
"HARFORD," AT MAGAINE GAP.

"THE KENNELS," IN MAGAINE GAP.

"MYRTLE BANK," THE PEAK.

No. 1, UPPER ALBANY—Furnished,

from 1st May.

GODOWNS IN BLUE BUILDINGS.

Apply to

THE HONGKONG LAND INVESTMENT  
& AGENCY CO., Ltd.

Members 28th April 1897.

TO LET.

THE BUILDING known as "THE

HONGKONG CLUB," HONGKONG.

From the 1st AUGUST, 1897.

Apply to

MATHEW J. D. STEPHENS,  
Solicitor for Owners.

Hongkong, 5th April, 1897.

Intimations.

UNION INSURANCE SOCIETY OF

CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A INTERIM BONUS of TWENTY PER

CENT, upon CONTRIBUTIONS for the year 1896 has been DECLARED.

WARRANTS will be issued on the 10th instant.

By Order of the Board,

N. J. EDE,  
Secretary.

Hongkong, 15th April, 1897.

CANTON INSURANCE OFFICE,  
LIMITED.

NOTICE TO CONTRIBUTORS.

A BONUS of TWENTY PER CENT. upon

CONTRIBUTIONS for the year 1896

This Day has been DECLARED.

WARRANTS will be issued on the 10th instant.

JARDINE, MATHESON & Co.,  
General Agents.

CANTON INSURANCE OFFICE, LIMITED.

Hongkong, 24th April, 1897.

## Insurances.

THE MANCHESTER FIRE ASSURANCE  
COMPANY.

ESTABLISHED A.D. 1854.

CAPITAL.....\$2,000,000

TOTAL FUNDS AND SECURITY.....\$2,480,013

NET ANNUAL FIRE PREMIA.....\$2,757,478

HAVING been appointed AGENTS of the  
above Company we are prepared to accept  
EUROPEAN and CHINESE RISKS  
at CURRENT RATES.

HOLIDAY, WISE & Co.,  
Agents.

Hongkong, 2nd January, 1897.

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY,  
(LIMITED.)

CAPITAL, TAELS 600,000.....\$83,333-33

RESERVE FUND.....\$218,000.00

BOARD OF DIRECTORS.

LEE SING, Esq. LO YUK MOON, Esq.

LOU TSO SHUM, Esq.

MANAGER—HO AMEL.

MARINE RISKS on GOODS, &c., taken  
at CURRENT RATES to all parts of the  
World.

HEAD OFFICE, 2 & 3, PRAYA WEST,  
Hongkong, 19th December, 1896.

NOTICE.

THE MAN ON INSURANCE COMPANY,  
(LIMITED.)

CAPITAL SUBSCRIBED.....\$1,000,000

The above Company is prepared to accept  
MARINE RISKS at CURRENT RATES on Goods,  
&c. Policies granted to all Parts of the world  
payable at any of its Agencies.

CHAU TSUNG FAT,  
Secretary.

HEAD OFFICE,  
No. 2, QUEEN'S ROAD WEST,  
Hongkong, 24th May, 1897.

THE STANDARD LIFE ASSURANCE  
COMPANY

has a long record of GOOD SERVICES to  
refer to; its FUNDS, annually increasing,

amounted to \$8,086,401 Sig.

The premiums are moderate; and all modern features consistent  
with safety have been adopted.

For Particulars and Rates,

Apply to

DODWELL, CARLILL & Co.,  
Agents.

Hongkong, 2nd March, 1897.

NORTH GERMAN FIRE INSURANCE  
COMPANY OF HAMBURG.

The Undersigned AGENTS of the above  
Company are prepared to accept First  
Class FOREIGN and CHINESE RISKS at  
CURRENT RATES.

SIEMSSSEN & Co.

Hongkong, 25th May, 1897.

## Hotels.

NEW VICTORIA HOTEL.

EOTISSERIE  
MEALS A LA CARTE.

CHOPS, STEAKS, &c., &c., at any time  
between 7.30 A.M. and 11.30 P.M.

MONTHLY BOARDERS at Moderate Rates.

MADAR & FARMER,  
Proprietors.

Hongkong, 3rd September, 1897.

WINDSOR HOTEL,  
HONGKONG.

THIS ESTABLISHMENT, situated in the  
elegant Beding, known as "CON-

NAUGHT HOUSE," offers First-class Accom-

modation to Residents and Travellers.

Passenger Elevator, from Entrance Hall to  
each Floor, charge of experienced Attendant

and for Monthly or Extended Periods.

F. BOHM,  
Proprietor & Manager.

Hongkong, 2d April, 1897.

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed  
HOTEL, situated at a height of 7,350 feet  
above sea-level, has just been thoroughly

redecorated, renovated and re-furnished, and a  
NEW WING has been built, which commands

magnificent Views of the Harbour and mainland

of China.

For further particulars, apply to

THE MANAGER,  
New Victoria Hotel.

Hongkong, 24th November, 1896.

TO LET.

# THE HONGKONG TELEGRAPH, FRIDAY, MAY 7, 1897.

## To-day's Advertisements.

**THEATRE ROYAL**

CITY HALL

POLLARD'S

LILLIPUTIAN OPERA COMPANY

*LILLIPUTIANS*...Merrie POLLARD & CHESTER.

50 PERFORMERS TO

Under the Distinguished Patronage of  
H.E. Sir WILLIAM ROBINSON, K.C.M.G.,  
and  
H.E. Major-General WILSON BLACK, C.B.

TO-NIGHT (FRIDAY) TO-NIGHT  
7th May, 1897.

LES CLOCHE DE CORNEVILLE.  
and To-morrow, (SATURDAY), May 8th.

TO-MORROW AFTERNOON, May 8th,  
GRAND MATTINE  
(FOR CHILDREN).

CHILLIERS COMIC OPERA  
"CHARITY BEGINS AT HOME"  
Children half price to all parts of the  
Theatre.

N.B.—Arrangements can be made with the  
Manager for large parties and schools.  
Doors open 3 P.M. Overture 4 P.M.

Plan at W. ROBINSON & Co.'s Piano and  
Music Rooms.

Prices:—\$3, \$2 and \$1.  
SOLDIERS AND SAILORS IN Uniform Half-price  
to back seats only.  
Late Trams 15 minutes after each performance.

A. H. POLLARD,

Advance Representative,

Hongkong Hotel.

Hongkong, 7th May, 1897. [739]

NOW READY!  
COMMERCIAL AND STATISTICAL  
PAPERS.

No. 1—APRIL, 1897.

Being reports of meetings of Companies and  
Corporations for periods ending 31st December,  
1896.

This pamphlet is published for the convenience  
of the Commercial Community and is for sale,  
PRICE \$1 PER COPY,

at the office of the

"HONGKONG TELEGRAPH,"

No. 3 Pedder's Hill.

Hongkong, 7th May, 1897.

THE OREGON RAILWAY AND  
NAVIGATION COMPANY'S  
PACIFIC STEAMSHIP  
LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1897.  
(Subject to Alteration.)

Monmouthshire, 1st Wednesday, 1st May.  
TAKING PASSENGERS AND CARGO FOR UNITED  
STATES AND CANADA AT THROUGH RATES.

THE Steamship  
"MONMOUTHSHIRE"

will be despatched hence for PORTLAND,  
OREGON, and VICTORIA, (B.C.), via KOBE  
and YOKOHAMA, on the 1st Inst.

General Invoices of Goods for United States  
Points should be in QUADRUPPLICATE; and one  
Copy must be sent forward by the Steamer to  
the care of the GENERAL FREIGHT AGENTS,  
Oregon Railway and Navigation Co., Portland,  
Oregon.

For further information as to Passage and  
Freight, apply to

SHEWAN, TAMES & CO.,  
Agents.

Hongkong, 6th May, 1897. [693]

AUSTRIAN LLOYD'S STEAM NAVIGA-  
TION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN  
GOVERNMENT).

STEAM TO SHANGHAI AND KOBE.  
THE Company's Steamship.

"POSEIDON,"

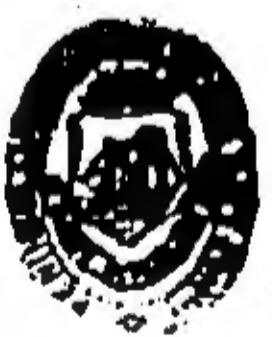
Captain R. Mayer, will leave for the above  
places on the 14th instant.

For Freight or Passage, apply to

SANDER & CO.

Agents.

Hongkong, 7th May 1897. [760]



THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA,  
PERANAKAN GULF, CONTINENTAL and  
AMERICAN PORTS).

THE Steamship

"COROMANDEL,"

Captain F. H. Seymour, carrying Her Majesty's  
Mails, will be despatched from this for LONDON  
(via BOMBAY), on THURSDAY, the 20th  
May, at Noon, taking Passengers and Cargo for  
the above Ports.

Silk and Valuables, all Cargo for France  
and Tea for London (under arrangement) will  
be transhipped at Colombo into a steamer  
proceeding direct to Marseilles and London;  
other Cargo for London, &c., will be conveyed  
via Bombay.

Parcels will be received at this Office until  
5 P.M. the day before sailing. The Contents and  
Value of all Packages are required.

Shipper are particularly requested to note  
the terms and conditions of the Company's Bill  
of Lading.

For further Particulars, apply to

H. A. RITCHIE,

Superintendent.

Hongkong, 7th May, 1897.

## To-day's Advertisements.

PERSEVERANCE LODGE OF

HONGKONG, No. 1,165.

A REGULAR MEETING of the above  
LODGE will be held in the FREEMASONS'  
HALL, Zetland Street, on SATURDAY, the 13th  
instant, at 8.30 for 9 p.m. precisely. Visiting  
Brethren are cordially invited to attend.

PRESEVERANCE LODGE OF

HONGKONG, No. 1,165.

A N EMERGENCY MEETING of the above  
LODGE will be held in the FREEMASONS'  
HALL, Zetland Street, on TUESDAY, the 11th  
instant, at 5 for 5.30 p.m. precisely. Visiting  
Brethren are cordially invited to attend.

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"YUENSANG."

Captain W. Waddilove, will be despatched as  
above on MONDAY, the 10th instant, at 4 P.M.  
This Steamer has Superior Accommodation  
for First-class Passengers.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, 7th May, 1897. [761]

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR SAMARANG AND SOURABAYA.  
THE Company's Steamship

"SHANTUNG."

Captain Frampton, will be despatched as above  
on TUESDAY, the 11th instant, at noon.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 7th April, 1897. [709]

## Auction.

### PUBLIC AUCTION.

THE Undersigned has received instructions  
from H. M. NAVAL STORE KEEPER  
to sell by  
PUBLIC AUCTION

on  
WEDNESDAY, the 12th May, 1897, at noon,  
at H.M. Naval Yard.

Sundy Naval and Victualling Condemed  
Stores, Comprising a  
OLD IRON, PAPER STUFF,  
OLD IRON BOILER TUBES,  
RAGS, CANVAS, ELECTRO  
PLATE, CLOTHING, IMPLEMENTS, &c.

TERMS OF SALE AS CUSTOMARY.

J. M. ARMSTRONG,  
Auctioneer.

Hongkong 5th May 1897. [755]

### PUBLIC AUCTION.

THE Undersigned has received instructions  
to Sell by  
PUBLIC AUCTION

on  
SATURDAY, the 8th May, 1897,  
at his Sales Rooms, Zetland Street, No. 2,  
commencing at 2.30 P.M.

A LARGE QUANTITY OF  
VALUABLE AND USEFUL HOUSEHOLD  
FURNITURE

(Removed from Queen's Garden, Caine Road,  
&c., for convenience).

Consisting of—

HANDSOME BLACKWOOD CARVED  
SIDEBOARD, BLACKWOOD DINNER  
TABLE, BLACKWOOD ROUND & SQUARE  
TABLES, SIDEBOARDS with and without  
GLASS, OAK DINING ROOM CHAIRS,  
MARBLE TOP WASHING STANDS, TEAK  
CARVED OVERMANTLES, ICE-CHEEKS,  
BRASS AND IRON DOUBLE BEDSTEADS,  
SCREENS, RATTAN FURNITURE, WARD-  
ROBES, MIRRORS, HANDSOME ENGRAV-  
INGS, CARPETS, ORNAMENTS, CUR-  
TAINS, LAMPS, STATUETTES, PLATED  
WARE, DINNER AND FRUIT SERVICES,  
GLASSWARE, CROCKERY, BATHROOM  
REQUISITES, &c.

On View on THURSDAY, the 6th instant.  
Catalogues issued prior to Sale.

TERMS OF SALE—As customary.

PAUL BREWITT,  
Auctioneer.

Hongkong, 3rd May, 1897. [743]

## Intimations.

DAKIN, CRICKSHANK &

COMPANY,

VICTORIA DISPENSARY,

HONGKONG.

AERATED WATERS.

SIMPLY AERATED WATER.

SODA WATER.

LEMONADE.

POTASH WATER.

SELTZER WATER.

LITHIA WATER.

SARSAPARILLA WATER.

TONIC WATER.

GINGER ALE.

GINGERADE.

At Kowloon Station, on the 6th May, the wife  
of C. P. C. LYNNBORG, I.M. Customs, of a  
daughter.

## TELEGRAMS.

### NEWMARKET SPRING MEETING.

A. S. WATSON & CO.,  
LIMITED.

### CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS

### OF AERATED WATERS.

OUR AERATED WATER FACTORY is fitted with  
the best English Machinery, embodying the  
latest improvements in the trade.

The Forest Ingredients only are used, and the  
utmost Care and Cleanliness exercised in the  
Manufacture throughout.

The Water used is proved by repeated  
Analyses to be Absolutely Pure.

For COAST PORTS, Waters are packed and  
placed on board ship at Hongkong prices, and  
the full amount allowed for Packages and  
Empties when received in good order.

Counterfoil Order Books supplied on applica-  
tion.

Our Registered Telegraphic Address is  
"DISPENSARY, HONGKONG." And all signed messages addressed thus will  
receive prompt attention.

The following is a List of Waters always kept  
ready in Stock—

PURE AERATED WATER,

SODA WATER,

LEMONADE,

POTASH WATER,

SELTZER WATER,

LITHIA WATER,

SARSAPARILLA WATER,

TONIC WATER,

GINGER ALE,

GINGERADE.

No Credit given for Bottles that look dirty or  
greasy, or that appear to have been used for any  
other purpose than that of containing Aerated  
Waters, as such Bottles are never used again

by us.

BIRTH.

At Kowloon Station, on the 6th May, the wife  
of C. P. C. LYNNBORG, I.M. Customs, of a  
daughter.

INTIMATIONS.

THE HONGKONG TELEGRAPH.

HONGKONG, FRIDAY, MAY 7, 1897.

##

# THE HONGKONG TELEGRAPH, FRIDAY, MAY 7, 1897.

## THE BURMO-CHINESE FRONTIER TREATY.

### TRADE PROSPECTS.

A well-informed correspondent of the *New China Daily News* writes from Mandalay on the above subject as follows :—

The news, if it be correct, that the Burma Frontier Treaty with China has been signed, and will be ratified in four months, will be welcome to all who take an interest in the development of Burma. The Commissioner of the Northern Division has more than once pointed out the hopelessness of attempting to keep or enforce order among the savage hill-tribes that inhabit the border regions, so long as the limit of responsibility of each country is undefined. It is useless for the authorities here to try to make the authorities in Yunnan responsible for a Kachin raid, while there is no certainty as to what is the Chinese and what the Burmese sphere of influence. The hill-tribes too are not slow to take advantage of the present state of affairs to make raids, and then flee pursuit by retreating into unclaimed territory. It was at the earnest wish of the English Government that the question of frontiers was deferred after the annexation of Upper Burma, the Chinese, however, taking good care to be on the safe side by drawing their provisional boundary at the Sawai, some hundreds of miles south of what they knew they could possibly claim. But much has happened since then; the Mission to China, which would have been an absurd anachronism, as well as an intolerable acknowledgment of dependence, has been changed into a cession of territory. China, on her side, has broken her promise not to give to France what she received from us, and the claim that the frontier line must be drawn south of Bhamo has been settled by events in a very practical way. Officials from the Burmese side have been for years administering parts of the Kachin country a long way north of that town, and every open season the British garrison is being pushed farther north. At Namsuang, British and Chinese officers can watch each other cross the stream and in many other places Burmese officials have settled disputes with the friendly aid of the Chinese local authorities right up to the borders of China proper. It cannot be denied that, considering what they might have done, the Chinese show themselves friendly towards England in the matter of the annexation of Upper Burma, and, so far, things look well for the amicable settlement of the frontier.

### THE CHINESE GOVERNMENT'S ACTION.

Some years ago, writing in the *Manchester Guardian*, Sir Charles Crosthwaite pointed out what seems to be often lost sight of now, that in 1855 the Chinese Government might easily have caused trouble and thrown obstacles in the way of the settlement of Burma, but it maintained a very friendly attitude.

When, as is to be hoped, the frontier comes to be marked out next open season, the Mission bogy will be out of the way, and the actual territory in dispute will be confined to a fairly narrow strip. Furthermore, Burma will then be a Lieutenant-Governorship, and better able to protect her own interests, while her officials have been spending the years of respite given them in acquiring a sound knowledge of the country between Bhamo and China, and will not be likely to fall into any pitfalls that the astute Celestial may dig for them.

### TRADE PROSPECTS.

The Kachin country is parcelled out into squares or tracts, and the character of the country and of the inhabitants of each square is well-known, various military and civil officers having, for years past, been visiting different parts either in a friendly manner, or to exact punishment for raids. Last open season many disputes on the Chinese borders were settled by Mr. Herts from the Burmese side in association with the Sawbsaw of the Chinese Shan State of Naizink, who was deputed for that purpose by the sub-Prefect of Momein. Matters have therefore been settling themselves to a certain extent, and no excuse can now be put forward for delaying the official dissolution of the frontier. It can hardly be denied that with a settled boundary, and the consequent increased facilities for checking lawlessness and crime among the hill-men, trade between China and Burma must improve, and it seems not a little strange that the Indian Government apparently cares so little about making the best of the splendid position that the annexation of Upper Burma has given them. By an almost bloodless expedition the hopes of France of forming a compact Empire in Indo-China have been dashed to the ground, and, at the same time, our territories have been extended right up to Western China. The trade route is not a smooth one but it is far from being imprudent or impracticable. From the last Administration Report of Burma it appears that, for the financial period ending with the 31st March, 1867, the percentage of increase of the trade with Western China was 234.61 ; the increase in imports was 32.07 per cent., and in exports 84.29 per cent. The trade in 1867-68 was 27 lakhs, in 1868-69 32 lakhs and in 1869-70 22 lakhs, but the 1869-70 trade was abnormal owing to the China-Japan war. Surely a trade which is carried on under such disadvantages, and still shows such increase, is worth fostering. A noticeable feature is the falling-off in the importation through this route of raw silk into Burma, and the explanation seems to be that most of this commodity now comes from the Straits Settlements. In 1861-62 China sent absolutely no raw silk to Burma direct, while in 1869-70 Rs. 77,650 and 1869-70 Rs. 3,158,830. Is it not a probable explanation that such a valuable commodity as raw silk cannot safely be brought direct from China through fear of the lawless tribes on the frontier?

### SILK.

In fact, the raw silk that comes into Burma is Chinese silk, and should naturally come overland and would do so if the country were more settled. In Mr. Gratton Geary's book written from notes taken during the expedition of 1863 is the following significant passage :— "Mr. O'Connor in one of his valuable reports on frontier trade states that the disturbed condition of the country between Bhamo and South-western China had had the effect of increasing the quantity of raw cotton from Upper Burma to Rangoon from 11,000 cwt. to 98,000. The savage tribes in those parts, he says, practise robbery and murder on an extensive scale. They make the routes into China unsafe, and the usual export of cotton from Upper Burma to that country ceased. Cotton was therefore sent down by the river to Rangoon, where it is shipped to China via the Straits. The obstacles arising from the disturbance on the Chin-Burma frontier still continue, and divert trade from that outlet."

On looking at the last Administration Report, I find it stated that the chief exports from Burma through the Bhamo route are Indian twist and yarn, and cotton, silk, and woollen piece goods, but a reference to the tabulated statements will show that the Straits Settlements get most of these articles, and China direct gets very little indeed.

### WE MUST BE READY.

If it be true that authorities in China are really anxious to encourage the teaching of English, and of Western knowledge generally, as is reported, it becomes all the more necessary to be on the spot when the results begin to be apparent. First, we may have the better position in regard to the

## THE STRENGTH OF THE NAVY.

outlets for trade, but the difference between the condition of Burma, and that of the country, nominally under French rule, is very great. The Stan State Railway, too, which will connect Mandalay direct with the Salween between the 23rd and 24th degrees of latitude, is being pushed on, and when the difficulties of constructing the line from the plains up to the level of the Shap-plateau at Maymyo are overcome, the line will be practically completed. If, as is expected, the railway attracts Chinese traders in its direction, Burma will be provided with an artificial trade outlet which will make all the rivers of Indo-China more or less of secondary importance. Still, in dealing with Chinese merchants, the unexpected often happens. Some time ago, I think about two years, the Burmese and Chinese telegraph systems were joined by a wire from Bhamo to Yunnanfu, so that the numerous and large Chinese merchants in Rangoon and Mandalay could wire direct to their head offices or agents at Canton, Hongkong, Shanghai, or elsewhere. Some merchants, such as those who deal in jade-stone, carry on their business exclusively with China, and one would have supposed that such a telegraph system would have been eagerly used by them; but, whether from distrust of the efficiency of a wire maintained by China, or from any other cause, the line, as a matter of fact, is scarcely patronised at all. Certainly, it has not been working at all satisfactorily. China being under the necessity of connecting the two places, did so, and for about half an hour the line was open, but it refused to work, and for some months it was practically useless. The wire, it appears, was fastened to trees, and the trees were constantly being blown down by storms, real or imaginary, and breaking the line. However, mainly owing to Mr. Jansen's exertions at Yunnanfu, it is now more or less in working order for anyone who wants to use it, but very few do.

## STATUS OF CHINESE IN FORMOSA.

(From our own Correspondent.)

TAIPEH, April 30th.—The following is a translation of the regulations regarding the qualifications and treatment of the inhabitants of Formosa in the matter of national rights :—

Article 1.—Those persons are considered inhabitants of Formosa who have, from May 8th, 1897, had fixed habitations in Formosa or in the Pescadores Group.

Article 2.—Those of the inhabitants who shall not have left the territories under the administration of the Government before May 8th, 1897, shall, by virtue of the treaty of Shimoseki, be deemed Japanese subjects. Should application by persons desirous of becoming Japanese subjects, be made on the date named, it will be considered by the authori-

ties.

Article 3.—Those persons absent from Formosa and the territory of its Government, who with to become Japanese subjects on May 8th, 1897, shall be deemed such in accordance with the last article. The preparatory investigations are to be duly made in the case of each applicant.

Article 4.—When the head of a family shall have become a Japanese subject the whole family shall be deemed Japanese subjects. In the event of any member of a family constituting an independent household for himself, he shall be considered as independent of the family to which he belonged.

Article 5.—Those of the inhabitants who are not deemed to have become Japanese subjects shall be excluded from the Registration book, and their names will be kept in a special book.

Article 6.—Special instructions shall be given regarding the disposal of the real property of persons other than Japanese subjects.

## HOW THE ADMIRAL COULD DRAW UPON THE HONGKONG GARRISON FOR SEA SERVICE.

A General Officer writes to the *Army and Navy Gazette*:—The correspondent of the *St. James Gazette*, whom you quoted last week, cannot understand how the Marines at a coaling station could be available as a reinforcement to the Fleet at the same time as being an efficient garrison. Let me endeavour to show how Marine garrisons of coaling stations could very readily fulfil the double rôle and so assert their superiority for naval purposes over War Office garrisons. To the correspondent's question, "If Hongkong needs a garrison, how could the Admiral draw upon it for sea service?" the answer is this: On the outbreak of war, one of three things must happen.

(a) We shall have command of the sea in the particular part of the world where the station is situated, or the enemy will not show fight, and only tries to war on our commerce, which amounts to the same thing.

(b) We fight for the command of the sea, and after a battle more or less severe obtain it.

In (a) as in (b), we lose in the fleet action.

In the event of (a), the garrison is only liable to attack from isolated cutters, and our fleet on the station is merely employed in protecting commerce, a very wearying duty as regards health perhaps, but there would be no great loss to battle. In this case the ships calling at the coaling stations will be rendered much more efficient by changing their laded detachments for fresh ones, while the efficiency of the garrison will not be impaired, the health of everyone being improved by the change from sea to shore and vice versa.

In case (b), after the victorious action the garrison runs very little immediate danger of attack, and it would be most important to make the crews up to full strength again as soon as possible. With Marines at the coaling stations this can be done, while the landed slightly wounded and convalescents will in a great measure be ready to fight again at a gun on shore by the time the enemy has recovered sufficiently to attack.

In case (c), if a ship succeeds in reaching the coaling station her crew will reinforce the garrison; if she does not it will not effect the question of the efficiency of the garrison. But in the former case she will be much more likely to be able to take the sea again reinforced by Marines with unpaired morale than if no such change could be effected. As the final safety of the station, as all history shows, will depend on our recovering command of the sea, this is of far greater importance than a temporary weakening of the garrison.

Finally, in the ordinary peace routine, there is no fear of the Marines becoming inefficient from lack of sea service in these days, when a much greater proportion are embarked than formerly. The recent increases have gone to the ships and not to barracks. Moreover, this suggested change from ship to shore, as in the Hongkong garrison example, would only result in a greatly increased number of Marines passing through a period of training in the Fleet with a diminished sick list, and so greatly add to the efficiency of the Fleet in peace and its preparedness for war.

We have received from Mr. H. E. Pallock, the Hon. Secretary of the local Branch of the Navy League, copies of the reports of speeches delivered by Sir Charles Dilke, M.P., in the House of Commons on the 5th and 12th March upon "The Strength of the Navy." The speeches are very interesting, the speaker sticking closely to his text throughout and displaying a wide knowledge of the subject treated. We regret that the space at our command is not sufficient to enable us to give the speech *in extenso* and we have therefore selected excerpts that will doubtless interest a good many of our readers.

Speaking on the 5th March, Sir Charles called the attention of the House to the relative strength of the Navy and in the course of his remarks is reported to have said he had no intention to make an attack on the Admiralty. The policy of the Admiralty was the policy of their predecessors, and there was constant improvement in administration. This was well, inasmuch as they were now told that war would be won in the future by administration in time of peace. He was not, however, himself satisfied that the policy proceeded on a satisfactory basis as regarded the completeness of the defence afforded. The Leader of the House, in the previous year, had said that we should in 1897-98 possess a "considerable superiority over" the fleets of the two next Powers—that was France and Russia. He was himself still doubtful if that was so; and in fact it were, he did not consider that that superiority was sufficient for this country. Of the great naval Powers, the causes of possible conflict with France were recognised, and those of conflict with Germany with regard to Africa. He himself felt that what had occurred in Northern China in joint pressure by the three Powers—Russia, Germany, and France—in the acceptance of the Russian loan as against our preferred loan, and in the dominance of Russia in Manchuria and Korea, recently secured by treaty, pointed to great risk of common action against ourselves by three great maritime Powers, and it seemed improbable that we could ourselves break up that concert except by giving way upon points which were vital to our interests, such as our trade. Of the great naval Powers, the causes of possible conflict with France were recognised, and those of conflict with Germany with regard to Africa. He himself felt that what had occurred in Northern China in joint pressure by the three Powers—Russia, Germany, and France—in the acceptance of the Russian loan as against our preferred loan, and in the dominance of Russia in Manchuria and Korea, recently secured by treaty, pointed to great risk of common action against ourselves by three great maritime Powers, and it seemed improbable that we could ourselves break up that concert except by giving way upon points which were vital to our interests, such as our trade.

We had been told on the Naval Estimates last year, what was in fact obvious, that we were isolated, and he himself was all for isolation, as against a policy of alliances; for nothing could be weaker as a policy than one of sham alliances where there was no common purpose; but it must never be forgotten for a moment that isolation meant a predominant fleet. The risks were increasing. The generation who had fought in Continental war, of one of our rivals against another, were being educated out of their power over ideas by those who were too young in 1870 to remember it; and the ideas of the newer generation on both sides were colonial and anti-British. The three great maritime Powers of the Northern Continent were, as their recent actions showed, able now to agree on a policy of continental peace—joint support of the policy of Russia of expansion in the Pacific, of France in the Further East, and of Germany in Africa. This conjunction could only be faced by giving way upon points which were vital to our interests, such as our trade. These Powers had enormous armies to maintain. We were able easily to outbid them as regards ships, and it was to our interest to do so. To the Naval Estimates of 1895, and again, at the end of the Session, the First Lord of the Admiralty had contended that we should for certain have allies; and he used the words "We shall not stand alone." Of these there was no possible security. In reply to the observation that a combination of three Powers was reasonably possible, while that of all Powers was not, the First Lord had said that only the Athenian answer could be made—that "we must trust in Providence and good admiral."

The same reply might, of course, be made as against a single Power. Putting aside, however, all disturbing causes, such as the use of inventions in one navy which another did not possess, all our admirals advised us that superiority at sea followed well-known rules, and that we could make ourselves safe with a certain superiority of force, well within our reach, against all probable enemies. In spite of the undue cost of our land forces, we could provide that security with less strain upon our wealth than the strain which the maintenance of gigantic armies and navies at the same time produced on the finances of Powers like France and Italy, and he confessed he had forgotten this immense reserve.

This was the total strength required to man the entire fleet was 64,000, including a full allowance for the average of sick men who would have to be replaced, while no such allowance was made with us. The French had in their own belief, only some 32,000 men to fit at once, while they were able to put their hands at sea in as many as 33,000 trained men of the Reserve—at least 26,000 more than were needed.

Behind the question of manning and Reserves, lay that of the ancient and true Reserve of the British Fleet—namely, the British Merchant Navy, which had become foreign rapidly that, while only 14 per cent. had been foreign in 1855, over 36 per cent. were foreign in 1894, since which time again things had been rapidly becoming worse. The First Lord had said last year that he desired to decrease the number of foreigners in the Merchant Navy, if it could be done "by some means not artificial." This was a somewhat delphic, if not a cryptic, utterance. The effect of all that had been proposed up to the present time would be only to increase the number of British seamen who must be suddenly taken on the outbreak of war from those very ships in which British seamen would be most needed at the time, and the foreign element would only in consequence become more supreme in the Merchant Navy in time of war.

This was the total strength required to man the entire fleet was 64,000, including a full allowance for the average of sick men who would have to be replaced, while no such allowance was made with us. The French had in their own belief, only some 32,000 men to fit at once, while they were able to put their hands at sea in as many as 33,000 trained men of the Reserve—at least 26,000 more than were needed.

The proposal, however, is more largely concerned with the manning of the Reserve for war. The same report of Sir Edward Reed's Committee had clearly shown decreasing numbers of British seamen, and yet nothing was to be done towards training seamen for the future. The report of Sir Edward Reed's Committee had clearly shown decreasing numbers of British seamen, and yet nothing was to be done towards training seamen for the future. The report of Sir Edward Reed's Committee had clearly shown decreasing numbers of British seamen, and yet nothing was to be done towards training seamen for the future. The report of Sir Edward Reed's Committee had clearly shown decreasing numbers of British seamen, and yet nothing was to be done towards training seamen for the future.

It was the First Lord's opinion that the Royal Navy was the best security for peace. There were no doubt certain changes in our favour; that we were one Power contending, in the hypothesis, at sea, against allies, that our seamanship was better than that of the Russians, both as regards officers and men; and to some degree better than that of the French as regards men, on account of our long service, although, in the case of France, there were other, closely connected, facts which told the other way. France had more lieutenants than we had, and lieutenants took nine years to make, and our long service, as compared with their shorter service and small reserve, gave as a limited and then a virtually unlimited command of men in war. Our superiority in rapidity of building was disappearing, as had been seen. French and German mobilisation was more rapid than our own. The French possessed a perfect geographical position on the two seas. Our coaling station system required a telegraphic cable communication in our own hands, which we had not got, and we were especially short as compared with other Powers in trained engineers and sailors.

## SETTLEMENT OF MISSIONARY CLAIMS.

(Communicated.)

SHANGHAI, May 1st.  
The French Consul-General has just brought to a happy conclusion two thorny affairs, which had been hanging over, the one for fifteen and the other for five years. They were two claims of the Roman Catholic mission of Kiangnan. By patience and tact and by Comte de Beuzeure, energetic and intelligent conduct of affairs, the missionaries have obtained full redress and reparation for their long-standing wrongs.

Pochou, the scene of the first trouble, is an old and historic city in the farthest north-west corner of the Anhui province, near the confines of the three neighbouring provinces of Shantung, Honan, and Kiang-su. Such a locality, as well-known in China, is the favoured region of lawless bands of marauders. The inhabitants live in something like a feudal state, with house and property surrounded by wall and moat, and no one goes abroad without a gun or lance, and nothing is transported without an armed escort. Some fifteen years ago a missionary acquired a piece of property in the city, near a Christian family of two brothers who had been temporarily installed. When the presence of the missionary became known, some prominent individuals, known then as *Heng-tong*, a kind of military chiefs, formed the determined resolution of excluding the foreigner from this city. The people were stirred up to violence, a little hot on the mission's property was burnt, and the house of the family Kin was burnt and pillaged, and the two brothers obliged to take refuge in the province of Honan, where they have since died before the settlement of the affair.

When application was made to the authorities for redress, resort was had to the old pretext of the indecency and ungovernability of the people of that region, and the affair dragged on for years, not only without a satisfactory settlement but without the possibility of obtaining an entrance into the city. Recently, however, Comte de Beuzeure, who for the past year has so worthily filled the post of Consul-General for France, has brought up the claim and urged it with such skill and energy, that a missionary delegated by superiors has obtained full satisfaction not only for the mission but also for the unfortunate family of the Kins, and a missionary station is now peacefully established in Pochou.

The other affair, of a recent date, occurred in the prefectural city of Yangchow. About five years ago a missionary, after purchasing a house in the city, went to the proper *Tainan* to have the transaction registered. He was politely received, but in two days the whole city had been excited against him. He was driven from the city with insult and ill-treatment. A special feature in the attack was the presence of a number of women hired to abuse the foreigner under the imminence of their sex.

The claims of the mission were put off under pretence of illegality in the purchase, the last of which was objected to quite recently when the affair was already in a fair way of being arranged. It came from the prefect of the city, and was none other than the surreptitious treaty clause making a previous notice given to the mandarins necessary for the legal purchase of property by a foreigner. Happily this clause had been definitely disengaged by M. Gérard. The claim of the mission was so clear that Comte de Beuzeure was accorded no other honor, to which he had declared the mission would accept, but the very house legally purchased by the missionary, *Yi-hu*.

The after-years of patient and firm insistence, without notable friction with the authorities, the two claims have been satisfactorily settled; the principles of the treaty rights is saved, and the missionaries with their grievances redressed are established peacefully among the people who had vowed to keep them out.—*N.C. Daily News*.

## NOTANDA.

### CALENDAR.

MAY.

**Shipping.**

**STEAMERS.**

FOR SINGAPORE, PENANG AND CALCUTTA.  
THE Steamship

"ARRATOON APCAR,"  
Captain K. H. Sundberg, will be despatched for  
the above Ports TO-MORROW, the 8th inst.  
At 3 P.M.  
For Freight or Passage, apply to  
DAVID SASOON, SONS & CO.,  
Agents.  
Hongkong, 3rd May, 1897. [734]

OCEAN STEAMSHIP COMPANY.

FOR HAMBURG, LONDON, VIA SUEZ CANAL.

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"SARPEDON,"  
Captain Grier, will be despatched as above on  
THURSDAY, the 13th instant.

For Freight, apply to  
BUTTERFIELD & SWIRE,  
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Hongkong, 3rd May, 1897. [732]



NIPPON YUSEN KAISHA.

JAPAN-AUSTRALIA LINE.

MONTHLY SERVICE.

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FOR THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.  
THE Company's Steamship

"OMI MARU,"  
Captain C. Young, will be despatched as above on FRIDAY, the 21st inst., at 4 p.m.

This Steamer is fitted with Superior Passenger Accommodation, and is lighted by Electricity throughout.

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Hongkong, 4th April, 1897. [745]

OCEAN STEAMSHIP COMPANY.

FOR HAVRE, HAMBURG AND LONDON, VIA SUEZ CANAL.

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"ANTENOR,"  
Captain Jackson, will be despatched as above on or about THURSDAY, the 27th instant.

For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 3rd May, 1897. [730]

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL

THE Steamship

"MOGUL,"  
Captain Wright, will be despatched for the above port on or about the 30th May.

For Freight or Passage, apply to  
DODWELL, CARLILL & CO., Agents.  
Hongkong, 4th May, 1897. [744]

**Intimations.**

GRAND CONCERT.

HOSPICIO DO S. C. DE JESUS.  
(HOME for the AGED and INFIRM).

SIGNOR A. CATTANEO AND PUPILS  
will repeat in  
THE LUSITANO CLUB  
ON

MONDAY,  
the 10th May, 1897, at 9.15 P.M.,  
IN AID OF THE ABOVE FUND, the CONCERT  
given on 3rd May.

FULL Orchestra of Mandolins and Guitars.  
Songs, &c., &c., by Leading Amateurs.

ADMISSION.....\$1.

TICKETS can be had from Messrs. W. ROBINSON & CO. or at the CLUB LUSITANO.

Hongkong, 6th May, 1897. [757]

825 REWARD!!

The undersigned offers a reward of \$25 to anyone who returns to him his Irish settee "Rex," lost last Saturday.

Address:-

Mr. R. J. HASTINGS,  
c/o Mr. ROBERT LANG,  
14, Kowloon Terrace,  
Kowloon,  
or to  
D. M. WRIGHT & Co.,  
25, Praya Central,  
Hongkong, 6th May, 1897. [738]

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THE Undersigned, having just had built a STEAM WATER BOAT of the latest pattern, capable of supplying 40 tons per hour, are now prepared to furnish Ships with Filtered Town Water quickly and at Lowest Rates.

A. MERCIER & Co.,  
Call Flag—W. at Peak.

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Hongkong, 3rd May, 1897. [746]

CHINA NAVIGATION COMPANY,  
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"NANCHANG,"

Captain Finlayson, will be despatched as above on TUESDAY, the 11th instant.

For Freight or Passage, apply to  
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Hongkong, 3rd May, 1897. [729]

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"TAKSANG,"

Captain Ralph, will be despatched as above on MONDAY, the 17th instant, at 4 P.M.

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General Managers.

Hongkong, 1st May, 1897. [743]

CHINA NAVIGATION COMPANY,  
LIMITED.

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THE Company's Steamship

"CHINGTU."

Captain Innes, will be despatched on TUESDAY, the 18th May, at 3 P.M.

For Freight or Passage, apply to  
C. H. COOPER & CO.,  
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Hongkong, 1st May, 1897. [740]

CHINA NAVIGATION COMPANY,  
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THE Company's Steamship

"HIROSHIMA MARU."

Captain G. Shimada, will be despatched as above to TOKYO, the 18th instant, at daylight instead of re-published notice of the Company's Steamship "Yamagata Maru" which will take on the cargo and passengers for Seattle and points beyond.

Consular invoices of Goods for the United States should be in QUADRUPLEX, and copy must be mailed by the Steamer to the agents of the FREIGHT AGENTS, Great Northern Railway, Seattle, Wash.

This departure cancels the previously advertised sailing of the Company's Steamship "SAIKYO MARU."

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Hongkong, 1st May, 1897. [745]

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THE 100 A. L. British Ship

"CLAN MACKENZIE,"

Captain Iddes, shortly expected from Shanghai will hold here for the above Port, and will have quick despatch.

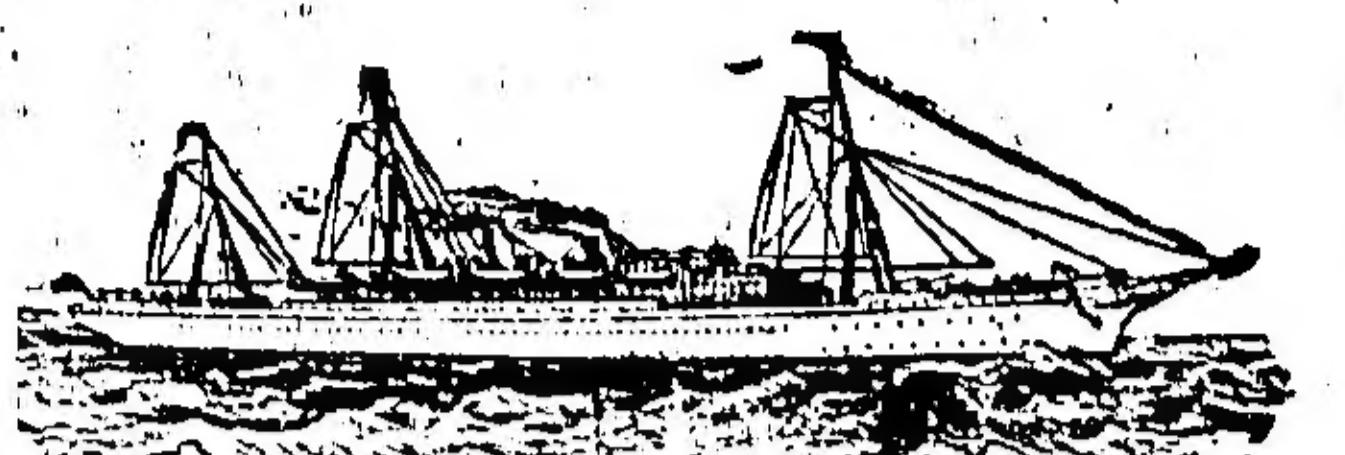
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Hongkong, 1st May, 1897. [746]

**Intimations.**

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EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 9th June.

EMPEROR OF INDIA...Comdr. O. P. Manhall, R.N.R....WEDNESDAY, 30th June.

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